between the Government and SIDBI to 4:1 now and Government funds would be in nature of grants. Industries located in Growth Centres are eligible for capital investment subsidy at the rate of 15% of their investment in plant and machinery subject to a ceiling of Rs. 30 lacs. Transport subsidy scheme has been extended upto 31.3.2007 and the amount is to be disbursed through North Eastern Development Finance Corporation Ltd. An interest subsidy at the rate of 3% on the working capital loans would be provided for a period of 10 years to the new units in the NE region. Comprehensive insurance scheme for new industrial units has also been drawn up.

System of providing subsidies

1148. SHRI JANARDHANA POOJARY: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether the system of providing subsidies under Central Schemes sponsored by his Ministry reaches the deserving persons;

(b) if so, the details regarding subsidies being provided presently on which products and how much;

(c) whether such suibsidies will be continued; and

(d) if so, the period upto which such subsidies will be continued to achieve the desired results?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. RAMAN): (a) and (b) The Department of Industrial Policy & Promotion in the Ministry of Commerce & Industry is administratively concerned with 4 Centrally sponsored subsidy schemes viz. (i) Transport subsidy Scheme, 1971; (ii) Central Capital Investment Subsidy Scheme, 1997; (iii) Central Interest Subsidy Scheme, 1997 and (iv) Central Comprehensive Insurance Scheme, 1997.

The Subsidy payable under these schemes is an incentive to promote industrialisation in the notified hilly, remote and inaccessible areas of the country. No product-wise subsidy is payable under these schemes.

The schemes at (i) to (iii) are operated through the agency of the State Government. The subsidy claims are examined and the quantum of subsidy payable to the eligible units is determined by the

State Level Committee set up for the purpose. The scheme at (iv) is operated through the National Insurance Company.

(c) and (d) All these schemes are period specific and their progress is reviewed periodically which is a continuous process.

Excess Exporting Cost

1149. SHRI SANTOSH BAGRODIA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether Government are aware that Indian exporters pay about U.S. $ 80 equivalent to India Rs. 3300/- or so per container more than their foreign competitors in actual cash costs to move their cargo through domestic ports by way of speed money or in-charges for customs administrative procedures; and

(b) if so, how Government plans to improve the situation and reduce such costs to make Indian exporters more competitive in the world market?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI MURASOLI MARAN): (a) The Government has been receiving representations from various trade bodies on the issue of higher costs incurred on handling and moving containers at Indian ports as compared to such costs incurred at other ports in the neighbouring region. However, the government is not aware of any charges being paid by Indian exporters as speed money or charges for customs administrative procedures.

(b) The Government is conscious of the high costs and various measures have been taken to simplify the procedures, reduce the dwell time, rationalise handling costs and bring greater efficiency at ports and other handling points. Regulatory authority i.e. Tariff Authority for Major Ports (TAMP) is already in place to regulate the charges levied by the Port Trusts. Steps are being taken to augment the port facilities through mechanisation which would result in faster movement of the cargo and reduced costs. Simplification and rationalisation of procedures has also been undertaken to encourage coastal shipping with a view to promote development of JNP as hub port and to avoid transhipment costs. Special attention has also been accorded to implement the Electronic Data Interchange (EDI) at the